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1. General Information

The organization, equipment and combat readiness of the Twenty Fourth Air Army were changed in 1955 by the following measures:

1. Arrival of a second light bomber division.

2. Beginning of transition in fighter units from MiG-15s to MiG-17s.

3. Continuation of retraining on MiG-15s by ground attack units.

4. Activating of several new airfields and beginning of a program concerning repair work on old airfields, in order to bring these fields up to the specifications of new installations.

5. Laying of runways with pierced steel planking at emergency airfields, in order to increase the density of the airfield net in Sovzone Germany.

6. Improvement of the aircraft warning and fighter control system, by equipment with improved radio and radar installations.

These measures resulted in an increase of the combat efficiency of the air units assigned to the Twenty-Fourth Air Army. The fighter units were further modernized, by the fact that approximately two thirds of these units were reequipped with MiG-17s, which are roughly 100 km/h faster than their former aircraft type the MiG-15. A portion of these delivered MiG-17s were equipped with aerial intercept (AI) electronic gear. While the lack of airborne radar sets on MiG-15s usually limited the employment of fighter units to daylight sorties, the presence of MiG-17s with AI gear will permit a successful commitment of fighter units in the zone of operations of army units either by day or night and during bad weather.

The combat efficiency of light bomber units equipped with IL-28s was also increased during 1955, by the following facts: the number of aircraft assigned to each regiment was increased; a separate regiment for specialized missions (reconnaissance aircraft, pathfinder aircraft) was assigned to each bomber division; and intensive training in bombing without ground visibility, utilizing radar-control bomb sights. Since the IL-28s have a rather limited speed, they can be employed only during daylight hours to a limited degree. Therefore, night training of bomber crews can be expected to be stepped-up to a high degree.

Transitional training and re-equipping the ground attack units from the obsolete IL-10 over to the MiG-15 type continued at an unexpectedly slow rate. Retraining on MiG-15s by one of the two ground attack divisions began as far back as late April 1954, and therefore the pilots of this division most probably have completed transition to MiG-15s. However, these MiG-15s, which were turned-over by the fighter units for the training of these units, would, from a technical or a tactical aspect, not be favorable for any intended activation of fighter-bomber units having strong striking power.

It is possible that there are plans to equip these ground attack units with a new but still unidentified jet aircraft type. The commitment of IL-10s as ground attack aircraft is probably no longer planned in the event of hostilities.

Airfield construction projects in the Sovzone Germany indicate that, in addition to the construction of several new airfields and the modernization of some old airfields which have been in use for a long period, work has been under way to provide emergency landing fields with auxiliary installations in order to establish the possibility of dispersing many small units (squadrons) to auxiliary airfields in the event of hostilities, since the large units, if they were to remain at the main airfields, would be particularly vulnerable.

II. Composition of the Twenty-Fourth Air Army

During the latter part of 1955, the Twenty-Fourth Air Army was composed of the following units:

Hq Twenty-Fourth Air Army

2 Fighter Corps with 6 Fighter Divisions and
18 Fighter Regiments (MiG-15s and MiG-17s)

1 Bomber Corps with 2 Bomber Divisions and
8 Bomber Regiments (Il-28s)

1 Ground Attack Corps with 2 Ground Attack Divisions and
6 Ground Attack Regiments (3 regiments with MiG-15s and
3 Regiments with IL-10s)

1 Reconnaissance Regiment (MiG-15/17s)

1 Reconnaissance Regiment (Yak-11s)

3 Transport Regiments (Li-2s)

4 Air Technical Divisions (ATDs) with
37 Independent Airfield Supply Battalions (OATBs),
Signal Units,
Technical School and Training units,
Supply Depots and Repair Bases

Between mid-June and mid-October 1955, an additional bomber unit with 2 or 3 regiments equipped with IL-28s was stationed at Welzow airfield. A direct connection of this bomber unit with the Twenty-Fourth Air Army could not be determined. It is probable that the unit was merely transferred from the east to the Sovzone Germany for training purposes.

For disposition of air units, see Annex 1.

For location of units of Twenty-Fourth Air Army, see Annex 2.

III. Transfers During 1955

After 1 January 1955, the following permanent or temporary transfers were made by the units of the Twenty-Fourth Air Army. The dates mentioned indicate the beginning of the transfer.

14 - 19 Mar — Transfer of about 47 IL-10s of GA Div Brandenburg to Doeberitz in order to participate in exercises by 1st Mecz Div.

30 Mar — Transfer of GA Regt Brandenburg-Briest to Doeberitz, in order to vacate Brandenburg-Briest airfield for GA Regt Alt Loennewitz (MiG-15s). Retransfer on 20 Nov 1955. 25X1

31 Mar — Arrival of 1 bomber division with 1 separate regiment and 3 bomber regiments (IL-28s) from the USSR and dispatch to Oranienburg (2 regiments), Grosa Doelln and Rothenburg airfields.

1 Apr — Transfer of GA Regt Alt Loennewitz with MiG-15s to Brandenburg-Briest, due to construction work at Alt Loennewitz airfield. Retransfer on 5 Oct 1955. 25X1

8 May — Transfer of 2 fighter regiments from Grossenhain to Brandis and Altenburg, because of construction work at Grossenhain airfield. Retransfer on 3 Nov 1955. 25X1 25X1

10 May — Transfer to Erfurt-Bindersleben and Merseburg of Ftr Regt Altenburg of Ftr Div Merseburg. Further transfer to Koethen in late August 1955. 25X1

22 Jun — Transfer to Welzow and Briesen of separate regiment of Bmr Div Wernsuchen, in order to vacate Welzow airfield for bomber unit from the east. Retransfer to Welzow on 19 October 1955. 25X1

5 Jul — Beginning of arrival of a bomber unit (IL-28s) probably with 2 regiments from USSR to Welzow, presumably for training purposes in Sovzone Germany. The unit belonged to an unidentified air army. Retransfer to the east on and after 26 September 1955.

11 Aug	Transfer of Ron Regt (MiG-15s) from Koethen to Altenburg for concentrating the fighter regiments of Ftr Div Merseburg in Merseburg and Koethen.	25X1
27 Aug - 7 Sep	Temporary transfer of Ftr Regt Neuruppin presumably to Wittstock because of repair work on Neuruppin runway.	25X1
23 - 29 Sep	Temporary transfer of GA Regt Stendal to Brandenburg-Industriehafen in order to participate in exercises held by Third Shock Army.	25X1
26 Sep	Beginning of retransfer of unidentified bomber unit from Welzow to USSR.	
5 - 10 Oct	Temporary transfer of GA Regt Brandenburg-Industriehafen and GA Regt Doeberitz to Erfurt-Bindersleben in order to participate in exercises held by Eighth Gds Army.	25X1
5 - 10 Oct	Temporary transfer of GA Regt (MiG-15) from Finsterwalde possibly to Altenburg or Schlotheim for participation in exercises held by Eighth Gds Army.	
5 Oct	Retransfer of GA Regt from Brandenburg-Briest to Alt Loennewitz after completion of construction work in Alt Loennewitz.	25X1
10 Oct	Transfer of GA Regt from Doeberitz to Brandenburg-Industriehafen and, on 20 Nov, to Brandenburg-Briest since Briest airfield was vacant after departure of GA Regt (MiG-15s) for Alt Loennewitz. Temporary stay in Brandenburg-Industriehafen because of short-term construction work in Briest. Doeberitz airfield was vacated by air unit, since it was heavily occupied by technical schools.	25X1
15 - 21 Oct	Temporary occupation of Tutow airfield by 18 Yak-11s of a VPL unit which participated in a KVP exercise in the Ahlbeck-Jaegerbrueck area.	
19 Oct	Retransfer of separate Regt of Bmr Div Werneuchen from Briesen to Welzow since Welzow was vacant after departure of unidentified bomber unit for the USSR.	25X1
3 Nov	Retransfer of 2 Ftr Regts from Altenburg to Brandis and Grossenhain because of construction work in Grossenhain.	25X1

20 Nov — Further transfer of GA Regt [redacted] from Brandenburg-Industriehafen to Brandenburg-Briest. 25X1

29 Dec 55 - 8 Jan 56 — Temporary occupation of Tutow airfield by some Yak-11s of a VPL unit in order to participate in a VPL exercise.

IV. Hq Twenty-Fourth Air Army

1. Organization and Location

The Hq Twenty-Fourth Air Army is stationed at Werder airfield. A large portion of the officers employed in the headquarters offices and the dependents of these officers, in addition to some minor administrative offices, are quartered in the restricted area south of Werder airfield.

According to available information on the individual buildings at Werder airfield, the headquarters of the Twenty-Fourth Air Army consists of the following sections:

Operational section
Section rear services
Political section, Technical section
Construction staff
Signal unit
Motor transport unit
Construction units

Information on the total personnel strength of the Hq Twenty-Fourth Air Army fluctuates between 1,500 and 2,000. The number of generals assigned to the headquarters also fluctuates between 4 and 6. The generals and the officers of the inner staff were quartered in the southeastern corner of the airfield in the road called "Am Zernsee".

Major General Agoltsov (fnu) had been carried as commander-in-chief of the Soviet Air Army in Sovzone Germany prior to July 1949 (at that time the Sixteenth Air Army). General Chunkov (fnu) or Zhukov (fnu) has repeatedly been reported as the present commander-in-chief of the Twenty-Fourth Air Army. General Zhukov was known to be the commander of the Higher School for Air Combat at the end of WW II. General Podgorny (fnu) was mentioned in connection with conferences concerning the East-West air corridor. It is possible that Podgorny is the operational chief of the fighter units in the Hq Twenty-Fourth Air Army or even the commander-in-chief.

The following leading personnel in the Hq Twenty-Fourth Air Army were reported:

Colonel Kiselev (fnu)	Chief of operational section (1952)
Lieutenant Colonel Belouzov (fnu)	Chief of staff (1954)
Lieutenant Colonel Golosov (fnu)	Chief of Section 3a (1953)
Lieutenant Colonel Bagorelli (fnu)	Chief of radio station (1954)
Captain Grigorian (fnu)	Chief of ordnance depot and laboratory (1954)
Colonel Terenchenko (fnu)	Chief of Soviet construction staff (1955)
Colonel Zukorukov (fnu)	Deputy of Colonel Terenchenko (1955)
Colonel Streltsov (fnu)	Chief of projecting department (1955)
Lieutenant Colonel Smyrnov (fnu)	Chief of construction department (1955)
Major Efshin (fnu)	assigned to construction department (1955)

2. Signal Unit (Independent Signal Battalion?)

Lieutenant Colonel Pismak (fnu) is known to be the commander of the signal unit in the headquarters of the Twenty-Fourth Air Army. He is also superior to the radar stations near Glindow and on "Kleiner Entenfaengerberg" south of the Werder-Potsdam railroad line. The latter station is presumably occupied by the signal unit of Captain Borovik (fnu) with about 80 men who are quartered in Wildpark-West Kaserne. A portion of the motor vehicles of Signal Unit Pismak are parked in the western hangar of Werder airfield.

3. Motor Transport Unit (Independent Motor Transport Battalion?)

The motor transport unit of the Hq Twenty-Fourth Air Army, with a personnel strength of about 180 men was located in the area of the former German Air Force radio station in Glindow. Captain Barabanov (fnu) was mentioned as supply officer of this unit.

4. Construction Units

A total of 500 to 700 construction troops of the Twenty-Fourth Air Army, probably under the command of Lieutenant Colonel Strativnov (fnu), were quartered in the Wildpark-West barracks area. The troops were possibly subdivided into 2 units under

command of Major Galkin (fnu) and Captain Golubov (fnu). The units were mainly composed of air force construction personnel who had been transferred to Wildpark from Leipzig-Wiederitzsch, Hindenburg Kaserne and from several other airfield construction sites in Sovzone Germany in December 1954. The assembled construction units in Wildpark were reorganized and their equipment was overhauled during the winter of 1954/55. In the meantime, elements of these units were transferred to various airfield construction projects, such as Gross Doelln, Gatow and Schlotheim where they were mainly employed in grading and excavation work.

5. Aircraft

Werder airfield is probably only occupied by 6 to 8 small transport and liaison aircraft. The courier squadron of the Twenty-Fourth Air Army, which is equipped with Li-2s, is stationed at Schoenefeld airfield. Aircraft of this unit land only in Werder to pick up courier mail for the subordinate units in the Sovzone of Germany.

6. Central Commissary (Basa) Werder

The Basa on Bismarckhoehe in Werder supplies the units of the Twenty-Fourth Air Army with textiles, extra rations, shoes, porcelain, stationery, toys, etc. A commissary is generally assigned to each division and supplies the regiments of this division from its warehouses. If the distances between the individual airfields of one division are very great, a closer commissary will occasionally replace the more distant commissary. The individual commissaries make their purchases at the Basa in Werder. The following leading personnel of the Basa in Werder are known:

Chief of main bureau of Basa	Lieutenant Fadyukov (fnu)
Chief of Basa	Major Volevach (fnu)
Main bookkeeper	Major Eromenko (fnu)

V. Fighter Units of Twenty-Fourth Air Army

1. Strength of Fighter Units

The organizational set-up of the fighter units assigned to the Twenty-Fourth Air Army was not changed during 1955. Since 1948, there have been 2 fighter corps each, containing 3 divisions with each division consisting of 3 regiments. Only individual regiments temporarily changed their location due to construction work at various airfields. See Paragraph III.

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However, the aircraft equipment of several fighter units was changed considerably by the re-equipping from MiG-15s to MiG-17s. On 8 March 1955, the first 20 crates with MiG-17s arrived at Jueterbog airfield. Each crate contained one plane and its power plant. Two aircraft were assembled per day; the assembly of each plane required no more than 4 hours. Assembly work was probably done by special personnel, since, on 8 March 1955, 3 transport aircraft with 16 to 20 officers arrived at Jueterbog airfield and remained there until 25 March 1955. the aircraft were being unpacked

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Until late September 1955, 24 rail shipments with a total of 391 flatcars had arrived from Brest Litovsk and were mostly dispatched to the airfields at Jueterbog, Zerbst, Neuruppin, Merseburg, Finow and Koethen. It cannot be proven however, that each of these flatcars were loaded with aircraft crates.

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Airfield	Color of Aircraft Number
Juesterbog	yellow blue
Koethen	yellow (orange) blue (blue-green)
Merseburg	blue
Neuruppin	yellow
Finow	red blue
Grossenhain	blue red
Rechlin-Laerz	red
Wittstock	blue

On the basis of technical and tactical requirements of modern fighter aircraft and by the fact that some of the fittings on the air intake aperture of the MiG-17 are still unidentified, it is assumed that this

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aircraft type is generally fitted with AI Radar and that additional versions of this type will be employed in particular for night and bad-weather sorties. Definite information on this question is not yet available.

The exact or actual aircraft strength of the fighter regiments has not been determined since many of the aircraft are kept in the hangars at most of the airfields, making it impossible to get a total count at any one time. Observations at Neuruppin airfield, where the aircraft are usually parked outside of the hangars, indicate that the average aircraft strength of a fighter regiment is 34 aircraft. Therefore, it must be assumed that the re-equipped fighter regiments have 25 MiG-17s and 9 MiG-15s and that the other fighter units are equipped with 34 MiG-15s/UMiG-15s per regiment. Observations made at the various airfields bear out the assumption that each regiment is equipped with about 25 MiG-17s. Another point that should be brought out at this time is that each of the 3 fighter divisions Zerbst/Jueterbog, Merseburg/Koethen and Finow/Neuruppin was equipped with about 75 MiG-17s by late September 1955. This indicates that there were 225 MiG-17s available to the 24th Air Army at that time.

On 14 and 26 October 1955, 2 additional rail shipments with a total of 33 flatcars, each car loaded with 1 large aircraft crate, were observed on the Eberswalde-Fuerstenberg railroad line, possibly en route to Wittstock or Rechlin-Laerz. On 14 November 1955, 30 flatcars with large crates arrived in Puetnitz and on 27 November, 19 aircraft crates were unloaded at Parchim airfield. From this observation it is assumed that a delivery of new aircraft to the fighter divisions in Puetnitz and Rechlin-Laerz was also started, so that the total MiG-17 strength was probably increased to about 300 by the end of 1955.

The whereabouts of the MiG-15s which were made available for re-employment after the arrival of MiG-17s has not been definitely determined. A small portion of these aircraft remained with the re-equipped regiments presumably for training purposes, a small number was probably turned over to GA Div Alt Loennewitz, whose pilots, since April 1954, have been retraining on MiG-15s, and the other MiG-15s were most probably dispatched to the east. This assumption is supported by an observation made on 25 July 1955 in Finow when crated MiG-15s were seen being readied for dispatch by rail.

On the basis of available information it is believed that the present fighter aircraft strength of the Twenty-Fourth Air Army is as follows:

310 MiG-15s
300 MiG-17s

610 jet fighters

Of these 610 aircraft about 110 are presumably two-seater MiG-15/17s, which are used in particular for training purposes, and the other 500 are thought to be operational fighters.

The overall aircraft strength of the fighter units assigned to the Twenty-Fourth Air Army was scarcely altered in 1955, but the combat efficiency was raised by the re-equipping of several fighter units with MiG-17s, and especially so, by those MiG-17s which are equipped with AI radar gear.

2. Training Activity by Fighter Units

According to available information, the fighter units of the Twenty-Fourth Air Army have the following 12-month training program:

November/December

Overhauling of aircraft after completion of fall maneuvers. Beginning of individual training of new pilots arriving in October. According to past experience, each fighter regiment trained about 10 pilots per year. The fact that these pilots were immediately training on MiG-15s indicates that they had already completed training on conventional aircraft in the USSR, and that they had possibly received initial instruction on jet aircraft. Jet aircraft training was done within the framework of the fighter regiments. Individual training included the following exercises: Take-offs and landings, flights in elements of two in the area of the airfield, high-altitude flights, aerobatics, and occasional night flying depending on the weather. The pilots also make routine parachute jumps from 600 to 800 meters.

January/February

Continuation of flying by individual aircraft and elements of two. Flights in and above the clouds. Firing at ground targets. Approach flights at towed-sleeve targets. Occasionally, flights in formations of two presumably by pilots with some experience. Individual night flights in favorable weather. Air attack exercises.

March/April

Diving and firing at ground targets. Firing at towed-sleeve targets. Approach flights at towed-sleeve targets at night with airborne searchlights being in operation. Occasionally, formation flights in connection with army exercises, escorting and/or attack exercises at bomber units (probably by pilots with some experience).

May/June

Flights in formations of two and four aircraft. Firing at towed-sleeve targets. Approach flights at IL-28s acting as targets. Individual night flying. Routine parachute jumps in late June. Each pilot probably has to make 2 routine jumps per year.

July/August

Intensive night training including approaching and firing at towed sleeve targets. Also included are aerial combat exercises. Attack exercises in formations of two and four aircraft at IL-28s acting as targets. Attacks against ground targets in formations of two and four aircraft and occasionally, flying in formations of 10 to 12 aircraft.

September/October

Intensive flying in formations of up to squadron and regimental strength. Participation in army fall maneuvers: Escorting ground attack and bomber formations, security of air space over maneuver area, attacks on ground targets, intercepting enemy bomber formations, alert exercises, transfer practices.

This training program and intensive evaluation of air activity indicate that, in addition to a general mastering of the aircraft during daytime, at night and in weather conditions which still permit a landing with ground visibility, the fighter pilots were particularly intensively trained in combat activity and gunnery. Attack practices with gun camera or ball ammunition at sleeve targets towed by MiG-15s were made almost daily. The attacks were generally made from the right or left side at an azimuth angle of 30 to 45 degrees. These approach flights were repeatedly made by aircraft flying in formations of two or four. When firing with ball ammunition was practiced, it was occasionally observed that up to 4 aircraft in succession fired at the same sleeve target, so that the results were possibly evaluated as if firing had been practiced by formations of two or four aircraft. For attack practices at bombers, the bomber regiments temporarily detached 1 or 2 IL-28s with sleeve targets to the fighter regiments. From the fact that these exercises were held frequently, it is assumed that the fighter units of the Twenty-Fourth Air Army are to be employed against airborne targets, which means in fact that they will be primarily used for air defense missions in the zone of operations of the Soviet Army.

Firing at ground targets usually increased before the beginning of the fall maneuvers. These exercises were generally conducted by aircraft flying in formations of two and four. The formations fell off from altitudes between 1,200 and 1,500 meters at a gliding angle of 20 to 60 degrees, each plane firing 5 to 8 rounds from aircraft weapons at a target in a corner of the airfield. The fact that these exercises were repeatedly held indicates that great stress is laid on the attacking of ground targets by fighter aircraft. Bombing from MiG-15s and MiG-17s was generally practiced over Gadow-Rossow and Kummersdorf bomb ranges. The aircraft approached in straight line at altitudes between 1,500 and 1,800 meters and for a distance of 2,000 to 2,500 meters, while making slight pendulum movements. Before falling off, they pitched down for a few moments, in order to see the target once more before diving at an angle of 40 to 45 degrees down to an altitude of about 700 meters. Two bombs were simultaneously dropped at about mid-point of their dive. These attacks were made by aircraft with and without auxiliary fuel tank. The bombs were suspended under the wings between the auxiliary fuel tanks and the fuselage, or just next to the wing tanks. Bombing was repeatedly practiced by aircraft flying in formations of two or three. When flying in large formations (8 MiG-15/17s), the aircraft formed a circle before

releasing their bombs. After the release, the aircraft generally assembled in their original formation and subsequently attacked AA or tank dummies with aircraft weapons while gliding down to 100 - 300 meters.

Formation flying by fighters showed a very good training status. The aircraft generally practiced flying in formations of up to 12. During the fall maneuvers, formations of up to 36 aircraft (regimental strength) were observed. The take-offs were made in elements of two at intervals of 20 to 30 seconds. The aircraft first assembled in formations of 4 and occasionally, in formations of 12. Within the large formation, the 4 aircraft flew in close order, 1 plane to the left and 2 to the right rear of the leading aircraft, with a distance of about 2 aircraft length and an interval of 1 wing span. The distance and interval between the individual formations of 4 aircraft differed according to their mission.

Occasionally, joint exercises were held by bomber and fighter units. The escorting fighters generally circled around the bomber formation, due to their higher speed. Attacks on bomber formations were also made by fighters flying in formations of two and four.

It can be presumed that all fighter pilots have fully mastered the art of flying through the clouds, especially since the arrival of MiG-17s which are presumably equipped with improved instruments. The minimum weather conditions previously included a closed ceiling at 400 meters and a visibility of about 2 km. When the sky was not entirely overcast and with intermittent light rain, flights in formations of 4 aircraft were made over the clouds, and the aircraft individually flew through the cloud base when descending. It can be assumed that the Soviet pilots are fully trained in bad-weather flights with a ceiling of about 400 meters and in returning to the airfield, utilizing radio and radar equipment. No information is available on the ability of fighter pilots to fly in large formation through thick layers of clouds.

Although the Twenty-Fourth Air Army, due to its subordination to the GSFG, is apparently still intended to be primarily employed for army-support missions, the equipment and training of fighter units indicate they are also responsible for the air defense of their quartering area (zone of operation of the Soviet Army). This commitment will be possible because the radar and air warning net has meanwhile been improved. While the individual Soviet Air Armies generally have one assigned fighter corps, the presence of 2 fighter corps within the Twenty-Fourth Air Army indicates that the Sovzone Germany is considered to be an area of considerable importance.

The fighter units are believed to be assigned the following missions:

> Security of air space over the zone of operation in order to make the employment of friendly ground attack and light bomber units possible.

Protection of army units by defense against and interference of attacks by enemy fighter bombers and bombers.

Escorting own ground attack and bomber units.

Employment as fighter-bombers which attack ground targets in the combat zone of the army.

Protection of own airfields, assembly positions, depots, quarters, bridges etc.

It is generally believed that the fighter units of the Twenty-Fourth Air Army have been intensively trained for their missions in the event of hostilities and that their combat power is considerable.

VI. Bomber Units of Twenty-Fourth Air Army

1. Strength of Bomber Units

Six light bomber regiments and 1 reconnaissance regiment had been subordinated to the bomber corps headquarters of the Twenty-Fourth Air Army until June 1953. In late June 1953, these units were withdrawn from the area of the Twenty-Fourth Air Army and dispatched to the east. The area of destination has never been definitely determined, but [redacted] 25X1 25X1 at least certain elements of these bomber units were transferred to southern Ukraine. The purpose of this transfer to the east has also never been determined.

In late May 1954, a bomber division with 3 regiments was again stationed in the area of the Twenty-Fourth Air Army at Werneuchen and Briesen airfields. The fourth (special regiment of this division arrived at Welzow airfield in early August 1954.
In late March 1955 the arrival of a second bomber division with 3 bomber regiments and 1 special regiment began and they were stationed at Gross Doelln, Oranienburg and Rothenburg airfields. These units arrived on 18 trains from Brest Litovsk via Frankfurt/Oder between 20 March and 6 April 1955. The trains carried ground personnel in addition to tank trucks, tank truck trailers, trucks, tractors, generators, searchlights and other equipment. The Il-28 aircraft arrived at the following airfields by air:

Oranienburg	appr	35	Il-28s	beginning on 31 March 1955
Gross Doelln	"	28	"	" on 18 April 1955
Rothenburg	"	30	"	" on 22 May 1955

The special or separate regiment of Bmr Div Werneuchen was transferred from Welzow to Briesen in mid-June 1955.

Between 5 July and 4 August 1955, 11 trains coming from Brest Litovsk arrived in the Sovzone Germany. Eight trains moved to Welzow and 3 to Gross Doelln. The cargo of these trains, in particular tank trucks, workshop trucks and trucks, indicated that airfield supply units have arrived. Since 2 August 1955, Welzow airfield has been occupied by at least 33 IL-28s and 2 Li-2s, while the occupation at Gross Doelln airfield was not increased. Beginning on 22 September 1955, 3 rail shipments again left Gross Doelln airfield and 8 shipments left Welzow airfield, all of them proceeding toward Frankfurt/Oder and Brest Litovsk.

On 19 October 1955, the special regiment of Bmr Div Werneuchen with 13 IL-28s and 2 U-IL-28s was again transferred from Briesen to Welzow. It is assumed that the temporary stay in Welzow of the bomber units from the east was for training purposes to acquaint Soviet pilots with geographical and meteorological conditions in the Sovzone Germany. Another bomber unit was probably planned to be transferred to Gross Doelln. It is unknown why this plan was not put into action.

The bomber units stationed in the Sovzone Germany in late 1955 consisted of 2 bomber divisions, each division with 4 regiments. The two division headquarters were stationed in Oranienburg and Werneuchen. The bomber corps headquarters was also believed to be in Werneuchen since material deliveries were generally shipped from Werneuchen to the various bomber airfields. In addition to 3 bomber regiments, each equipped with 26 to 30 IL-28s, a fourth regiment with 14 to 16 IL-28s is assigned to each division. These two special regiments are stationed at Oranienburg and Welzow airfields. At Oranienburg airfield, it was clearly recognized that the aircraft of the two regiments were stationed separately; the IL-28s of the bomber regiment were parked in the northern section of the landing field, while the aircraft of the special regiment were generally parked in the southern section. The aircraft of the two regiments were also parked separately at Briesen airfield when the special regiment of Bmr Div Werneuchen was temporarily stationed there. Neither the air activity nor the equipment of the IL-28s assigned to the special regiments indicated that these units had special missions when compared with the bomber regiments. It is assumed, however, that they are employed as reconnaissance and pathfinder aircraft.

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special regiments might have a total strength of about 2[illegible]. In addition to these aircraft, some IL-28s were temporarily detached to fighter airfields for target representation missions. It is believed that the details at Parchim and Jueterbog [illegible] were permanently detached for employment over the Wustrow and Jueterbog GA firing ranges. Thus, the total strength of IL-28 aircraft in the Sovzone of Germany is believed to be 220 - 250.

2. Training Activity by Bomber Units

The training procedure of the bomber units assigned to the Soviet Fourth Air Army is similar to that of the fighter units. Due to the tactical missions varying from those of fighter units, the bomber units laid much stress on long navigational flights, formation flights and training in bombing. Night flying activity was also conducted on a comparatively large scale.

Formation flying was generally performed in formations of 3 and 4 aircraft, the interval and distance between the individual aircraft being about 1 IL-28 wing span. During practice flights in large formations of up to 40 IL-28s, the following 2 formations were principally observed: Flying in V-formation, with the elements flying almost in a line, thus forming a very obtuse wedge with a wide defensive line against fighters attacking from the rear, and flying in column formation consisting of squadron wedges, each of 9 IL-28s flying behind one another. The column has a greater mobility for changing course than the wide spread-out V-formation. The types of formation flying will depend on the type of the target to be attacked. The take-off for formation flying was generally conducted in elements of two; the aircraft were parked in 2 rows on the left and right sides of the runway. It was once observed that 18 IL-28s took off within 4 minutes and 45 seconds and landed in 7 minutes. In another case, 40 IL-28s landed within 19 minutes.

Bombing practices by the bomber units were mostly conducted over the bomb ranges of Kummersdorf (northeast of Jueterbog) and Gadow-Rossow (southeast of Wittstock). Mostly, individual bombs were dropped during individual attacks from altitudes between 1,500 and 10,000 meters with and without ground visibility. Occasionally, salvo bombing of 3 bombs and formation bombing from 9 or 15 IL-28s was practiced. The practice target on the ground generally was represented by a circle about 4[illegible] meters in diameter which was lime painted. During night bombing exercises with ground visibility, the periphery of the circle was marked by burning oil containers. When bombing without ground visibility was practiced, target-simulating reflectors were placed on both training fields and the IL-28s approached these reflectors by means of their airborne radar gear. Approach flights at targets were presumably also controlled by ground radar (Sheran). The fact that various detonations were heard and various fire phenomenons were seen indicate that, during night bombing, the points

of impact were determined by photographs and that the trajectory of the bombs can be marked by tracer composition. The observations that bombing was mostly conducted at night indicate that, in the event of hostilities, attacks by tactical bomber units on a large scale can be expected at night.

It appears that the bomber units of the Twenty-Fourth Air Army which conduct very intensive training activity have achieved a good striking power. During the fall maneuvers by the Soviet Army, formations of up to 40 IL-28s were observed in the maneuver area. Although the IL-28 is inferior in flying speed to the Western fighter aircraft, it is believed that the bomber units can operate successfully in the front sector and the rear zone near the front during daytime with the necessary fighter escort. At night, it will be possible to commit the bombers to the limit of their flying range.

VII. Ground Attack Units of Twenty-Fourth Air Army

1. Strength of Ground Attack Units

The 3 regiments of GA Div Alt Loennewitz, formerly equipped with the obsolete IL-10 aircraft, have been retraining on MiG-15s on Alt Loennewitz and Finsterwalde airfields since late April 1954. For this retraining, GA Regt Brandis transferred to Finsterwalde in early May 1954. Since training activity on MiG-15s has been under way for almost 2 years it is to be assumed that this division is now an operational fighter-bomber unit. It has not been determined that the division was equipped with newly arrived MiG-15s, however. The MiG-15 aircraft which are still used by the division had been detached by fighter units of the Twenty- Fourth Air Army. During improvement work at Alt Loennewitz airfield, the ground attack regiment stationed there was transferred to Brandenburg-Briest airfield from 1 April to 5 October 1955. Observations made during this period indicated that the regiment was equipped with about 30 MiG-15s. It can be assumed that each of the two regiments stationed an Finsterwalde is also equipped with about 30 MiG-15s, so that the entire ground attack division might have a total strength of about 90 MiG-15s.

GA Div Brandenburg, however, is still equipped with IL-10s. During the period when GA Regt (MiG-15s) Alt Loennewitz was stationed at Brandenburg-Briest airfield, the GA Regt (Il-10s) Brandenburg-Briest had transferred to Doeberitz airfield. The latter regiment was stationed at Brandenburg-Industriehafen for about 4 weeks before its final return to Brandenburg-Briest.

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The 3 ground attack regiments have the following aircraft strength:

GA Regt Brandenburg-Briest	45 IL-10s	25X1
GA Regt Brandenburg-Industrie-hafen	48 IL-10s	
GA Regt Stendal	32 IL-10s	

It is assumed that the ground attack divisions of the Twenty-Fourth Air Army are equipped with about 90 MiG-15s and 125 IL-10s.

2. Training Activity by Ground Attack Units

The training procedure of the ground attack units is similar to that of the fighter units in the course of the year. However, the ground attack units, similar to the bomber units, mostly practice flying in formations of 4 aircraft and at regimental strength, bombing individually and in formations. In particular during the fall maneuvers of the Soviet Army, which mainly involved the 3 regiments of GA Div Brandenburg, IL-10s were observed flying in formations of up to 48. Squadrons of 9 to 12 IL-10s flew almost in squadron line formation, while larger distances were kept between the individual squadrons of regimental columns. By this formation it was intended to concentrate to the highest possible degree the effect of defensive weapons of the IL-10 formations firing to the rear. Low level attacks at ground targets were practiced on the airfields of ground attack regiments almost every day. Up to 9 IL-10s assembled in a circle at altitudes between 1,000 and 1,500 meters and the individual aircraft successively left their position in the circle and dove down to 150 or 200 meters at an angle of 30 to 45 degrees. Bombing practices over Gadow-Rossow training field, and in particularly over Kummersdorf bomb range were mostly held in formations of between 3 and 12 IL-10s. When flying in large formations of up to 35 IL-10s, a distance of about 400 meters was held between the individual squadrons; the individual squadrons flew in close-order formation almost in a line, dived down from about 1,500 meters to 400 to 700 meters and then attacked the targets at an angle of 30 to 45 degrees. The aircraft generally made the following 3 attacks:

1 st attack	dropping of 2 bombs
2nd attack	firing of 2 rockets, while diving down to 150 - 200 meters
3rd attack	firing with aircraft weapons after diving down to an altitude of 50 meters

Night flying activity was not conducted as frequently as the described types of training. Individual training was repeatedly observed in the vicinity of the airfield in very difficult weather conditions and with a visibility range of around 2 km.

The MiG-15s of GA Div Alt Loennewitz generally practiced flying individually and in formations of up to 9 aircraft. The former airfield near Dabern-Gahro north of Finsterwalde was used as firing range. Diving practices at an angle of between 40 and 60 degrees and firing practices with bursts of fire of 2 to 8 rounds were held there. Bombing practices by this division were probably also held at Kummersdorf bomb range, where it was impossible to distinguish the exercises held by fighters and fighter-bombers.

MiG-15s and IL-10s were observed practicing horizontal high-altitude bombing over the two training fields. These bombing practices were presumably controlled by ground radar sets, since neither MiG-15s nor IL-10s are able to bomb ground targets in horizontal high-altitude approach flight. The command for releasing the bomb was presumably transmitted from the ground radar set to the aircraft by voice-radio communication.

VIII. Reconnaissance Units

The special or separate regiments of the two bomber divisions, which possibly are reconnaissance units, were mentioned together with the bomber units. In addition to the 18 fighter regiments of the 6 fighter divisions, a nineteenth regiment [redacted] is also equipped with MiG-15/17s. On the basis of observations covering several years, this regiment probably is an independent regiment, which is apparently not subordinated to a fighter division. This assumption is particularly supported by the observation that the regiment was stationed at Welzow airfield during the absence of the bomber units between August 1953 and July 1954, while it had formerly been stationed at Koethen airfield which belongs to Ftr Div Merseburg. The fact that the regiment was withdrawn from the area of Merseburg Ftr Div indicates that it had not been subordinated to this division. In July 1954, the regiment returned to Koethen since Welzow airfield was again occupied by a bomber unit. In August 1955, the regiment transferred from Koethen to Altenburg, and was thus exchanged against a regiment of Ftr Div Merseburg which was located in Altenburg together with a regiment of Ftr Div Grossenhain. This exchange was presumably made, in order to avoid one airfield being occupied by regiments of two different fighter divisions. Altenburg airfield is now occupied by a fighter regiment [redacted] of Div Grossenhain and a presumed reconnaissance regiment [redacted] No further information has been received which might support the assumption that the latter unit is a reconnaissance unit. It is believed, however, that a tactical air

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army is equipped with at least one regiment of fast reconnaissance aircraft. The regiment equipped with Yak-11s, which is also stationed at Zerbst airfield in addition to a fighter regiment, is also believed to be a regiment with special missions, presumably artillery reconnaissance missions. This regiment had been stationed at Stendal airfield until early 1954 and, at that time, was still equipped with IL-10s. In the course of 1954, the regiment was equipped with Yak-11s and primarily conducted artillery missions in connection with artillery units of the Soviet Army, which practiced at Altengrabow troop training grounds. There have been slight indications that an element of this regiment, in the meantime has been equipped with MiG-15s.

IX Transport Units

The 3 transport regiments of the Twenty-Fourth Air Army are still assigned different missions. The regiment at Neubrandenburg airfield [redacted] which is equipped with about 20 Li-2s and 5 helicopters of type 36 is believed to be a transport unit for air landing troops and parachute troops; equipment is possibly also transported by this unit. Observations covering several years indicate, however, that the regiment is generally intended to be employed as a whole for tactical missions. During the fall maneuvers of the last 3 or 4 years, the regiment was used for the above-mentioned missions; the commitments were mostly made from Altenburg, Brandis and Erfurt-Bindersleben airfields. 25X1

The transport and courier regiment [redacted] of the Hq Twenty-Fourth Air Army which is equipped with about 12 Li-2s, 3 Po-2s and 3 Yak-14s is still stationed at Schoenefeld airfield. This regiment was transferred from Staaken to Schoenefeld in August 1953 and the aircraft of the regiment were marked by yellow numbers on the fuselage. They were used in particular for courier and liaison flights between the Hq Twenty- Fourth Air Army and the subordinated units. Individual aircraft of the regiment were occasionally observed making intermediate landings at almost all airfields in the Sovzone of Germany. Li-2s of the regiment were presumably detached to the individual flying units for the routine parachute jumps of the flying personnel. A few aircraft of the regiment are probably stationed at Werder airfield where the headquarters of the Twenty-Fourth Air Army is stationed. Another transport unit [redacted] of the Soviet Air Force, which is also equipped with Li-2s and some IL-12s and is presumably subordinated to the GSFG, has been stationed at Schoenefeld airfield since 1952. According to available information, the aircraft of this unit conduct liaison missions between the Sovzone Germany and the USSR and probably perform mostly military courier and transport flights. 25X1 25X1

The southern section of Schoenefeld airfield called Diepensee is used by aircraft of the civil airlines of the USSR (Aeroflot) and of the satellite states and is also used as air base by the newly established East German Lufthansa.

Details of about 3 Po-2 liaison aircraft were formerly stationed at airfields near the posts of the army headquarters of the Soviet Army, sich as Dresden-Klotzsche, Finow-North, Magdeburg-South, Weimar-West, Rathenow and Altengrabow airfields. No aircraft were observed at these airfields during 1955, while the airfields at Schoenwalde, Jueterbog Damm and Dresden-Heller (prior to construction work in Dresden-Klotzsche) were still occupied by details of 6 to 10 Po-2s which were possibly employed as liaison aircraft and for training purposes by artillery observers.

X. Training Units

Special training units for flying personnel have not been determined so far. It is probable that the pilots had been trained in the USSR so that special training with jet aircraft could begin immediately; this was particularly the case with the pilots which were newly assigned to the air units within the personnel exchange program in fall. In particular the fighter units are equipped with a small number of Po-2s and Yak-11s in order to make initial flight training possible if required. These aircraft presumably will be individually employed for special exercises, such as instrument flying and landing procedures. Most of the training activity, however, is done on U-MiG-15/17s and MiG-15/17s. It is not known if each squadron of the individual regiments is assigned some of the new pilots or if initial training on jet aircraft is conducted in a special squadron of each regiment or in a specific regiment of each division.

The training of technical ground personnel is still conducted in Doeberitz, which, according to available information, is occupied by two different units. One of these units is believed to be the basic air technical school [redacted] and the other one the training unit [redacted] particularly designed for technical personnel who will later work on jet aircraft and jet engines. 25X1 25X1

The personnel of the basic air technical school (at Sperenberg airfield until November 1953) are mainly quartered in Richthofen Kaserne. A total of 1,200 to 1,500 men are assumed to be assigned to this school where physical exercises are held and basic military training is conducted. The classrooms of this unit are equipped with sketches of aircraft and radio sets, instruction charts and radio sets for training purposes. The existence of instruction workshops indicate that mechanics, engine fitters, welders and carpenters are trained there.

Most of the personnel of the other technical training units, (stationed at Altenburg airfield until May 1954) are quartered in the former NSKK Kaserne. The personnel strength of this unit is estimated at 1,200 to 1,500 men. Some of the training facilities of this unit are located in the hangars on the southern edge of Doeberitz airfield. These hangars house about 9 MiG-15s and 2 IL-28s, which are not used for flying. Engine test runs were repeatedly made with MiG-15s on blocks outside of the hangars. It is almost definite that the engines were not undergoing repair, since shipments with engines or other equipment were never observed arriving at or leaving the hangars. The personnel of the technical training units are generally exchanged in October of each year. In October 1955, about 2,500 recruits arrived and were temporarily quartered in a hangar and other makeshift quarters, since the trained personnel had not yet left the quartering facilities. The duration of the individual training courses is obviously not fixed exactly since another 300 to 350 recruits had already arrived in June 1955. According to available information, most of the trained personnel are distributed to the individual units in the Sovzone Germany, while only a small portion go to the USSR.

XI. Supply of Twenty-Fourth Air Army

1. Aviation Fuel

The air units of the Twenty-Fourth Air Army are being supplied with aviation fuel from the two fuel plants at Schwarzheide and Boehlen in the GDR and also from the USSR. The deliveries from the two fuel plants to the fuel depots of the Twenty-Fourth Air Army and direct supplies to the individual airfields could not be completely determined, but it is known that the scheduled production of aviation fuel in the GDR in 1955 amounted to 72,000 tons of aviation gasoline for conventional aircraft and 110,000 tons of aviation fuel for jet aircraft. The following quantities of aviation arrived from the USSR:

Velten Fuel Depot		4,000 tons
Aken Fuel Depot		22,000 tons
Riesa Fuel Depot		6,000 tons
Fuel Depot Eberswalde Eisenspalterei		200 tons
Fighter units (MiG-15/17s)		10,000 tons
Bomber units (Il-28s)		19,000 tons
Ground attack units (MiG-15s)		3,000 tons
	Total:	64,200 tons

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Including the undetermined deliveries in late December 1955, the fuel shipments from the USSR will amount to about 70,000 tons, including about 65,000 tons of fuel for jet aircraft and about 5,000 tons of special fuels, oils, lubricants and addatives.

The total consumption of aviation fuel by units of the Twenty-Fourth Air Army in 1955 amounted to 175,000 tons for jet aircraft and 10,000 to 12,000 tons of aviation gasoline for conventional aircraft, including the aircraft of the VPL as well as aircraft of civil airlines which were refueled at Schoenefeld airfield. The main portion of aviation gasoline, presumably 65,000 tons, arrived from the USSR, Poland and Hungary.

The 175,000 tons of jet fuel were consumed by 735 MiG-15/17s of fighters, reconnaissance and fighter-bomber aircraft, and 220 Il-28s, that is a total of 1,175 aircraft engines. Provided that a jet engine consumes 1,600 liters = 1,28 tons of fuel per hour, a jet engine has an average of 148 flying-hours per year. This leads to a monthly average of scarcely 10 flying hours per jet aircraft of the fighter and bomber units. In 1953, it was still impossible to clearly distinguish the missions of the individual fuel depots. At that time, Aken Depot supplied the regiments of the Southern Ftr Corps, Eberswalde/Eisenspalterei Depot supplied the regiments of the Northern Ftr Corps, Riesa Depot supplied the regiments of the bomber corps, and Velten Depot supplied the depots of the mentioned corps in addition to the ground attack and transport units.

Due to the increased fuel consumption, the direct delivery of aviation fuel to the air units from the manufacturing plants and from the USSR has increased considerably. In 1955, Velten Depot was generally supplied by the fuel plants at Schwarzheide and Boehlen, and on its part shipped fuel mostly to the ground and transport units which were still equipped with conventional aircraft; the delivery of jet fuel from Velten was reduced. Aken Depot was generally supplied from the USSR and mainly delivered fuel to the fighter units. The bomber units were chiefly supplied directly from the USSR and from Schwarzheide fuel plant. The fuel depots of the Twenty-Fourth Air Army have the following capacities due to available information:

Velten Depot	appr 20,000 cubic meters
Aken "	" 10,000 cubic meters
Riesa "	" 10,000 cubic meters
Eberswalde/Eisenspalterei Depot	" 5,000 cubic meters

Since the middle of 1954, the number of incoming and outgoing fuel shipments at Velten Depot for some unknown reason have been considerably decreased.

The capacity of the fuel dumps at each of the fighter and bomber airfields respectively is believed to amount to 1,000 and 2,000 cubic meters. This gives a capacity of 25,000 to 30,000 cubic meters

at all fuel dumps at Sovzone airfields and a total capacity of 75,000 to 80,000 cubic meters, including the air force depots. Concerning the fuel supply to Soviet units in the GDR in case of war, the fuel depot in Drugehnen (east Prussia) and Pardubitz (Czechoslovakia) with a capacity of 100,000 and 80,000 cubic meters respectively might be of some importance.

2. Ammunition

The following central ammunition depots of the Twenty-Fourth Air Army are known:

Ammunition Depot Buckau-Pramsdorf
Ammunition Depot Finow Vorwerk
Biesenthal

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All ammunition shipments from the USSR were dispatched to these two depots; it was not determined if ammunition from the USSR was directly shipped to the individual airfields or not.

During 11 months in 1955, the following quantities of ammunition arrived from the USSR:

Buckau-Pramsdorf	2,400 tons
Finow -Biesenthal	5,400 tons including a small percentage of ammunition for the Soviet Army

Most of the ammunition shipments, probably bombs, leaving Buckau-Pramsdorf were dispatched to the bomber units at Gross Doelln, Oranienburg, Werneuchen, Briesen, Rothenburg and Welzow airfields. In March 1955, ammunition deliveries of 10 to 40 tons left Welzow for Gross Doelln, Oranienburg and Rothenburg. In July 1955, the ammunition deliveries from Buckau-Pramsdorf to Welzow were considerably larger than to other bomber airfields. This might be connected with the temporary occupation of Welzow airfield by a bomber unit from the USSR between July and September 1955. It was occasionally observed that ammunition shipments left Buckau-Pramsdorf for Dallgow-Doeberitz and Jueterbog.

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An ammunition depot of the ground attack corps was located near Dallgow-Doeberitz railroad station. From this depot, ammunition shipments left for Brandis and Alt Loennewitz in early 1954. These connections were seldom observed in 1955 so that it is believed that they possibly were only of local importance.

The Finow-Vorwerk Biesenthal ammunition depot also stored bombs, but it was not possible to determine all outgoing shipments to the units of the Twenty-Fourth Air Army. In April 1955, one ammunition shipment left for Gross Doelln.

The units of the Twenty-Fourth Air Army are supplied with aircraft weapons and AA ammunition from the ammunition depots of the GSFG.

It was occasionally observed that shipments from Toepchin were dispatched to Werneuchen, Finow, Welzow and Juterbog, shipments from Torgau to Alt Loennewitz, and shipments from Altengrabow to Borstel.

It is believed that the local ammunition dumps at the airfields stored the required practice ammunition, in addition to a several week stock of aircraft ammunition.

3. Rations

The following ration supply depots of the Twenty-Fourth Air Army are known:

Central Ration Supply Depot Juterbog Altes Lager
Depot of Southern Ftr Corps Koethen
Depot of Northern Ftr Corps Wittstock
Depot of Bmr Corps Werneuchen
Depot of GA Corps Brandenburg

25X1

The Central Depot in Juterbog is supplied by the GSFG Ration Depots at Satzkorn and Frankfurt/Oder and partially directly by the manufacturers. The corps depots are supplied to a large extent from Juterbog Depot and to a smaller extent directly from the GSFG depots and the manufacturing firms. These corps depots supply their subordinate units which also have direct connections to the GSFG depots and the manufacturing firms.

Trans Regt Neubrandenburg receives rations from the depot of the Northern Ftr Corps, Trans Regt Schoenefeld from the depot of the GA Corps. Brandis airfield, which is presently not occupied by an air unit, is supplied from the depot of the Bmr Corps.

The naval air force units in Peenemuende receive rations directly from Juterbog depot.

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4. Ordnance Depots

According to available information, the following ordnance depots belong to the Twenty-Fourth Air Army:

Central Air Force Ordnance
Ordnance Depot of Southern Ftr Corps
Ordnance Depot of Northern Ftr Corps
Ordnance Depot of Bmr Corps
Ordnance Depot of GA Corps

Juterbog Altes Lager
Ellerholz
Finsterwalde
Doeberitz Artillery equipment Park

25X1

the bomber units left the Sovzone Germany for one year. Most of the material shipments which left Stramsberg Depot were dispatched to Ellerholz, Juterbog, Finsterwalde and Dallgow-Doeberitz, so that it is assumed that the

ordnance depots of the corresponding corps headquarters are located at these places, even if the depots could not be reorganized in 1955 at Ellerholz, Jueterbog and Finsterwalde. The assumption that the depot of the bomber corps is still located in Finsterwalde is supported by the fact that shipments from Strausberg arrived there, and by the observation that equipment was dispatched from Finsterwalde to the bomber airfields.

The Central Air Force Depot at Strausberg is located in the former rolling mill on Hegermuehlen Strasse south of Strausberg railroad station. This depot includes several storehouses. From incoming shipments from the USSR and from outgoing and incoming shipments to and from corps depots and airfields, it was inferred that in particular the following equipment is stored in the central depot:

Jet and conventional engines
Aircraft spare parts
Trucks and trailers of all types
Truck chassis
Special vehicles such as radio trucks, command cars, caterpillar tractors, flat-bed trailers, workshop trucks, special vehicles for road cleaning,
Aircraft and motor vehicle tires
Generators
Barrels and boxes of all types
Cable reels

Incoming shipments with the following equipment from the GDR production were observed:

Tubes for radio sets
Iron ware such as screws, sheet metal plates, wire
Insulated leads
Lacquers and acids
Tents
Fireproof clothing
Electric trolleys
Radiators
Ebonite rods
Felt
Lumber

It is assumed that the central depot had a personnel strength of 200 to 300 officers, NCOs and EM. Occasionally, equipment was also delivered to units of the VPL and the VPL supply depot in Goerlitz.

It was repeatedly determined that shipments of AA guns, mostly 60-mm guns, were dispatched [redacted] Since, in most cases, the guns came from army posts, it is assumed that the

25X1

guns were dispatched to the Ordnance and Equipment Depot of the Soviet Army in the former gun repair shop in Strausberg which is located south of Air Force Depot Strausberg. The Ordnance Depot of the GA Corps is located in the former artillery equipment park south of Dallgow-Doeberitz railroad station where the incoming shipments from Strausberg were unloaded. Chief of this depot is Lieutenant Colonel Besvershi (fnu), supply officer is Captain Nuzhnykh (fnu). The personnel of this depot are quartered in the installation north of Doeberitz airfield formerly occupied by the motor transport training battalion. In connection with personnel, at this post, was observed in a guard book. The depot is also connected with the quartering facilities on Thaelmann Platz north of Richthofen Kaserne where the headquarters of the technical division of the GA Corps is housed. The former artillery equipment park includes several storehouses and garages. Incoming shipments of boxes, barrels, aircraft tail units, wings, aircraft tires, tail wheels and aluminum containers were observed.

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5. Repair Shops

Repair shops for airframes and engines are known to be located at:

Doeberitz
Jueterbog
Alten Lager
Rangsdorf

25X1

The Doeberitz repair shop including 3 or 4 engine test stands is located in the workshops in the northeastern section of Doeberitz airfield. The sound of engines heard there and the reported dimensions of crates, in which engines arrived and left, indicate that conventional and jet engines are being overhauled and repaired in this repair shop. In 1955, 200 to 300 engine crates were observed arriving, but it was not possible to determine the total incoming shipments.

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25X1

Chief of the Doeberitz repair shop is Major Bobrov (fnu), supply officer is Major Krayevoi (fnu). The soldiers assigned to the shop are quartered in buildings on Herold Platz, west of Richthofen Kaserne.

25X1

Jueterbog repair shop is located in a large workshop in the northern section of the housing area at Jueterbog airfield. From traffic connections with bomber and fighter airfields and from the reported size of the crates it is assumed that this repair shop mainly overhauls and repairs jet engines, most of which possibly belong to the Southern Ftr Corps and the bomber corps. A large portion of repair and overhaul work on jet engines is probably done by the air units themselves.

Rangsdorf repair shop is located in the hangar area in the northeastern section of Rangsdorf airfield, where 2 engine test stands are also available. According to observations made, conventional engines, mostly of transport and courier units are being overhauled in this shop. Incoming shipments of aircraft scrap were repeatedly observed. After August 1955, about 100 aircraft crates probably containing liaison aircraft of type Yak-14 arrived there. The Yak-14s will probably replace the Po-2s. On the basis of observations made, it is believed that the repair and equipment base for transport and courier units is located at Rangsdorf airfield. The repair shop for radio sets and radio trucks probably is still 25X1
located at Jueterbog Damm airfield. The personnel strength of this shop allegedly amounts to 125 to 130 men. No detailed information is available on the size or activity of this repair shop. The repair shop for special motor vehicles, such as tractors, caterpillar tractors etc. has been 25X1
stationed at Brandis airfield since about June 1955. Until that date, the unit had been located at Dresden-Klotzsche airfield, which is scheduled to be used by the aircraft industry of the GDR. It had to vacate that installation when improvement work began there. All Soviet units stationed at the airfields in Sovzone Germany send their special motor vehicles for repair and overhauling to the unit at Brandis airfield. A driving school is also located there.

6. Clothing and Equipment

A central depot for clothing and equipment is also 25X1
located in Jueterbog Altes Lager. It is mainly supplied from the GSFG depots at Bernau and Frankfurt/Oder. It is assumed that each air corps has a clothing depot attached to it which, like the corps ration depots, probably are located at Koethen, Wittstock, Dallgow-Doeberitz and Werneuchen.

7. Storage of Runway Mats

Since October 1954, shipments of runway mats from Leipzig-Plagwitz have continuously arrived at Brandis airfield. Most of these mats were manufactured by the VEB IFA Sheet formation Plant Leipzig and stored at Brandis airfield. According to available information, these runway mats were 3,034 mm long, 440 mm wide and 2.6 mm thick, each plate weighing 31.5 kg and having a useful surface of 1.2 square meters with lap inset eyes. On the basis of these dimensions, a total of 100,000 such plates with a total weight of 3.150 tons would be required to cover a runway, having a length of 2,000 meters and a width of 60 meters. About 350 carloads of sheet metal plates had arrived at Brandis by October 1955. If each car carried a load capacity of about 20 tons, the shipments had a total weight of 10,600 tons, or roughly around 338,000 runway mats. During the same period, about 3,400 tons of runway mats were dispatched from Brandis to the following airfields:

300 tons to Merseburg
100 tons to Neuruppin
280 tons to Grossenhain
2,720 tons to Schlotheim.

A total of 900 tons of these mats were dispatched directly from Leipzig-Plagwitz to Schlotheim so that the total of runway mats shipped to Schlotheim amounted to 3,600 tons. This means that about 111,000 runway mats have arrived there, if the assumed weight of 31,5 kg for each plate is true. According to these statements, a runway with a minimum length of 2,000 meters and a width of 60 meters could have been established there. The runway mats delivered to the other airfields are probably used for strengthening aircraft hardstands or extending strips of runway and taxiways. From Leipzig-Plagwitz, about 900 tons were shipped to Grossenhain and 260 to Puetnitz in November 1955.

The 7,200 tons of runway mats which remained at Brandis airfield would suffice for 2 runways of the same dimensions as that at Schlotheim airfield.

Runway mats have been stored at Schoenhauser Damm airfield since September 1952. The pile of mats observed there was 70 to 90 meters long, 12 to 15 wide and 7 meters high. It was occasionally observed that a 1-meter-high bundle consisted of 20 sheet metal plates. The reported size of the pile indicates that about 100,000 plates were stored at the field. This quantity would be sufficient for a runway 2,000 meters long and 60 meters wide. In 1954, the plates were derusted. In late 1953 and early 1954, 3 shipments of plates were observed proceeding from Schoenhauser Damm to Brest Litovsk. Therefore, it is unknown if the plates were only stored at that installation or if they were scheduled to be used for the establishment of a runway there.

At Garz airfield which is presently under construction, a runway 2,000 x 60 meters is also to be covered with runway mats. Since late July 1955, it has been observed that an unidentified number of sheet metal plates arrived at Ahlbeck railroad station and from there were trucked to Garz airfield. The origin of the plates could not be determined. Shipments from Leipzig-Plagwitz or Brandis to Ahlbeck were not observed. Several rail shipments of undetermined content which proceeded via Frankfurt/Oder to Ahlbeck led to the assumption that the runway mats for Garz airfield came from the USSR. This assumption is plausible since Garz airfield, in connection with Peenemuende airfield, will be used by naval air force units.

XII. Airfield Construction Projects in the Sovzone Germany

According to the construction status at Gross Doelln, Jocksdorf, Oranienburg and Rothenburg airfields in late 1954, these fields have presumably been ready for utilization since spring 1955. In April 1955, the 3 airfields at Gross Doelln, Oranienburg and Rothenburg were occupied by the newly arrived 2nd Bmr Div and, at the same time, Jocksdorf airfield was taken over by the 2nd Kommando (formerly Abteilung - Detachment) of Drewitz Aeroclub.

In spite of the presence of a bomber regiment, improvement work at Gross Doelln airfield is continuing there under designation W 101. This is the largest airfield in Sovzone Germany and is provided with 2 runways 3,500 meters and 2,400 meters long. The second construction stage included expansion of the ammunition dump, establishment of 2 connecting roads to Gross Doelln - Kurtschlag road, widening of the taxiways south of the main runway to a width of 33 meters, but was primarily concerned with the establishment of buildings. Work on a flight control building was being especially pushed. The basement of this building will probably house headquarters rooms which are protected by a 130-cm-thick concrete ceiling. Another building, protected in a similar way, was established for a generator. Similar structures were built for radio installations. These buildings were constructed with the help of Bauunion Magdeburg and Bauunion Berlin since VEB Ing Tiefbau Brandenburg was also charged with other construction work.

Improvement work at Tutow airfield was done under designation W 103. Due to defective concreting work on the 2,400-meter runway, the field was not accepted by a Soviet commission until August 1955. Most of the construction personnel of VEB Ing Tiefbau Brandenburg were detached to Garz airfield project. Tutow airfield has not yet been occupied by a Soviet unit, presumably, because of the bad-weather season. It was only temporarily occupied by a VPL unit, which had 15 to 18 Yak-11s, between 15 and 21 October and between 29 December 1955 and 8 January 1956. The VPL unit was participating in KVP exercises in the Ahlbeck-Jaegerbrueck area.

Improvement work at Wolfsbehringen airfield, which had designation No 541, was also delayed. Bauunion South, which was in charge of the work, completed the 2,200-meter runway by the end of 1955 and an occupation of the field is expected in the spring of 1956. This field, which is located the closest to the western zonal boundary of any Soviet airfield, possibly will be occupied at first by a formation of 4 alert fighters only. It is believed that Wolfsbehringen airfield will temporarily assume the previous missions of Erfurt-Bindersleben airfield, since the construction status of this field will not permit permanent occupation by entire units year-round.

In October 1954, preparatory work was started for the construction of Allstedt airfield (W 542) west of Querfurt. Work at this field progressed very slowly due to inadequate facilities for the construction workers of VEB Ing Tiefbau Brandenburg and unfavorable nature of the soil. Therefore, test concreting on the scheduled 2,000-meter runway did not begin before September 1955. During the winter month of 1955/56, the work force was reduced to about 300 men, while the other workers were detached to Stendal airfield, so that work at Allstedt will not be completed before the spring of 1956. According to previous experience, Allstedt airfield will be ready for occupation, at the earliest, by an air unit in the late summer of 1956.

In June 1955, a construction site was established by VEB Ing Tiefbau Brandenburg at the former Garz airfield (W 032) where a 2,000-meter-long auxiliary runway of runway mats is to be built. Garz airfield presumably will be used as an emergency airfield for Peenemuende field, where the firmness of the soil does not meet requirements during winter and spring. The required runway mats have already arrived at Garz airfield, which will presumably be ready there for utilization in the summer of 1956. Construction work thus far observed has been very intensive. Between approximately May and October 1955, the runways at Alt Loennewitz (Object No 71 of Bauunion South) and Grossenhain (Object No 72 of Bauunion Dresden) were provided with a new concrete cover about 15 cm thick, so that the two runways had a concrete strength of 30 to 35 cm. At Alt Loennewitz airfield, a concrete taxiway 14 meters wide and 20 cm was also established with connecting lanes to the runway. In the meantime, the ground attack and fighter regiments respectively were transferred to Brandenburg-Briest and Brandis and Altenburg.

Between May and September 1955, an auxiliary runway of steel plates, presumably 2,000 meters long and 60 meters wide was constructed on a area, about 2,000 x 600 meters, located near Schlotheim, east of Muehlhausen in Thuringia. The required runway mats arrived from Brandis airfield and from the Leipzig-Plagwitz sheet formation plant. Due to favorable soil conditions, only minor grading work was necessary before the plates were laid. Since no other airfield installations were established nor a spur track laid, the installation most probably is to be utilized as an emergency airfield and is not intended to be permanently occupied by an air unit. The short period of time required for work at the field indicates that auxiliary airfields can be established within a comparatively short time, provided that a sufficient quantity of runway mats is available.

Construction plans for 1956 include the construction of a runway at Stendal airfield and renewal work on the runways at Finow and Rechlin-Laerz airfields. The grass-covered airfields are becoming of lesser importance as a result of the ground attack units being re-equipped with MiG-15s. In the late fall of 1954, surveying work had already been done at the former airfields near Neuhardenberg, about 55 km east-northeast of Berlin, Calau-Bronkow,

10 km south of Calau and Luckau-Altena, 45 km west-northwest of Cottbus. The beginning of construction work, however, has not yet been observed. Surveying work was also done in November 1955, at the Cochstedter Flur, between Cochstedt, Koenigsaue and Schadeleben north of Aschersleben. In May 1955, 200 hectares of land near Ringleben, along the Erfurt-Nordhausen railroad line were confiscated for the construction of an airfield. It is possible that the former airfield near Alperstedt was to be enlarged. Since April 1955, wood clearing and grading work has been done in the wooded area adjacent to the former Borkheide airfield, west of Beelitz. No details on the size and purpose of the work are known. Work gangs of Bauunion South were assembled to begin improvement work at Neuhausen airfield near Cottbus. At Strausberg airfield, preparatory work is to begin for an intended occupation by a courier and liaison squadron of the KVP headquarters.

The importance of Dresden-Klotzsche airfield increased in connection with the establishment of an East Germany aircraft industry. In March 1955, a construction site of Bauunion South was established at this airfield and the construction of assembly hangars and a runway 3,000 to 4,000 meters long began.

At present, the following airfields are available for the Twenty-Fourth Air Army and the VPL:

1 airfield with a runway, 3500 meters long	at Grosz Doelln
10 airfields with runways from 2,500 to 2,800 meters long	at Altenburg, Brietzen, Drewitz, Jocksdorf, Oranienburg, Parchim, Rothenburg, Welzow, Werneuchen and Zerbst.
19 airfields with runways from 2,000 to 2,400 meters long	at Alt Loennewitz, Brandenburg-Briest, Brandis, Cottbus, Dessau, Finow, Finsterwalde, Grossenhain, Juterbog, Merseburg, Neubrandenburg, Neuruppin, Puetnitz, Rechlin-Laerz, Schoenefeld, Tutow, Wittstock, Wolfsbehringen, Peenemuende (naval air force)
5 airfields with runways from 1,100 to 1,800 meters long	at Brandenburg-Industriehafen, Koethen, Leipzig-Mockau, Schoenwalde, Staaken.
3 airfields with runways covered with runway mats, 2,000 to 2,300 meters long	at Bautzen-Litten, Erfurt-Binderesleben, Schlotheim.

12 airfields	without runways	at Buchholz, Doeberitz, Kamenz, Leipzig-Schkeuditz, Mahlwinkel, Rangsdorf, Reinsdorf, Retzow, Schoenhauser Damm, Stendal, Strausberg, Werder

The following airfields are under construction:

2 airfields	with runways	at Allstedt, Dresden-Klotzsche
1 airfield	with auxiliary runway covered with runway mats	at Garz
7 airfields	for which surveying work was done; the future status cannot yet be inferred	at Borkheide, Calau-Bronkow, Cochstedt, Luckau-Altena, Neuhardenberg, Neuhausen, Ringleben.

Underground work on the airfields which were to be newly established was still being done primarily by the VEB Ing Tiefbau Brandenburg and the Bauunion South. At Grossenhain airfield, Bauunion Dresden was charged with work on the runway. Construction work on the buildings was partially done by non-specialized bauunions. Superior control of construction work was still performed by the Soviet Air Force Construction Staff in Werder which was allegedly to transfer to Wuensdorf in the beginning of 1956. In the future, airfield construction projects will probably be supervised by the special construction bureaus of the Koch Organization. This measure might indicate that construction work at airfields, at least the construction of large airfields for the Soviets, has reached a certain status of satisfaction, so that further construction work, in particular for the VPL, has been turned over to the VPL construction staff in Cottbus.

Construction work on new airfields also involved Soviet construction units from Wildpark Werder, in addition to the VEB Ing Tiefbau Brandenburg and the Bauunion South. These units which were especially equipped with grading equipment and caterpillar tractors were primarily employed in preparatory and final work at the individual airfields. Concreting work is not being done by these units.

XIII. Radar Network in Sovzone Germany

The improvement of the radar network is connected with the development of the fighter units of the Twenty-Fourth Air Army. The establishment of this net started in 1949. In late 1950, each airfield which was occupied by a fighter division was equipped with a Dumbo-type radar set. In the spring of 1951, an advanced belt of radar stations located at Plauen, Gotha, Quedlinburg and Gardelegen, each equipped with a Dumbo, was

established along the western zonal boundary. In April 1952, the first Kniferest-type sets were observed in these stations and, after a short period, Fishnet-type sets followed. In the course of 1952, all previously known radar stations, including those of the fighter divisions were equipped with 1 Dumbo, 1 Kniferest and 1 Fishnet each. In late September 1952, the first Token-type set was observed in Gardelegen radar station. In the course of 1953, the Dumbo-type sets were replaced by Token-type sets. In 1954, the fighter airfields, the headquarters of the army staff and the two corps headquarters were equipped with Token-type radar sets. It can be assumed that an airfield, which is occupied by a fighter division headquarters, presently is equipped with 2 Tokens, 1 Kniferest and 1 Fishnet and that each of the other fighter airfields is equipped with 1 Token, 1 Kniferest and 1 Fishnet. Individual radar stations are probably still equipped with Dumbo-type sets for replacement purposes. In 1955, the advanced radar belt was improved by new stations and some main stations were intensified by Boxbrick-type sets. (For tabulation of location of radar sets, see Annex 3.)

Besides the previous assumption on the high efficiency of the fighter units based on the observed air activity, the improved radar net also indicates that a strong and well controlled air defense can be expected over the Sovzone of Germany. The equipment of airfields occupied by a fighter division headquarters shows that disposition and control of fighter aircraft is conducted within the framework of training by corps and division headquarters, while the radar sets on the other airfields are to be used for determining the air situation for the units stationed there and for navigational aids for bringing aircraft quickly in after returning from commitment. It has not been determined to what extent radar sets are employed during the landing procedure. However, there are indications from Jueterbog airfield that the Crossfork-type radar set and another still unidentified dipole are possibly used during the GCA approach.

The radar net in the Sovzone Germany is not only of great significance for defense against air raids by Western tactical units at targets in East Germany but it is probably also used as an aircraft warning center for the satellite area and the USSR. Furthermore, it is assumed that the Sovzone Germany is also part of a large air defense zone to which the Twenty-Fourth, Fourth and Fifty-Ninth Air Armies are assigned, in addition to the national fighter units of Poland, Hungary and Czechoslovakia.

XIV. AA Protection at Airfields

At present there is a comparatively light AA protection at the airfields in Sovzone Germany. Each of the fighter and ground attack airfields is generally equipped with a light AA battery of 6 x 37-mm AA guns. A battery of 6 x 76.2-mm AA guns was only observed at Merseburg airfield. The bomber airfields are

generally protected by light and medium AA units. The airfields which are occupied by transport or VPL units have no AA protection. (See tabulation Annex 4).

The subordination of the individual AA units has not been completely determined so far. From past observations, it is known that the AA units at the airfields of the Twenty-Fourth Air Army were activated from the AA units which had been stationed at Parchim, Brandenburg and Zerbst prior to early March 1952, and formerly had been subordinated to the GSFG (formerly GOFG).

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it was still determined that there are close connections between the AA units and the units of the Twenty-Fourth Air Army, which are to be protected. In early June 1953, for example, a light AA battery was transferred from Brandenburg-Briest to Jueterbog together with a fighter regiment. A similar observation was made in May 1955, when a fighter regiment was transferred from Grossenhain to Brandis and a portion of the AA unit also proceeded to Brandis, while the other portion remained in Grossenhain. When the air units retransferred from Brandis to Grossenhain in early November 1955, the AA unit also moved back to Grossenhain by rail. The AA units stationed at Wernsuchen, Briesen and Welzow airfields, however, remained in the Sovzone Germany when the bomber units from these fields returned to the USSR in 1953. When the second bomber division from the USSR arrived in Sovzone Germany in March/April 1955, some AA units also came along, for instance at Gross-Doelln airfield. On the other hand, AA units from Stendal Neues Lager were transferred to Oranienburg where a new bomber unit had arrived. These observations indicate that a specific number of AA units have been assigned to the air defense zone of East Germany. These AA units probably are closely related to the air units as was also determined in regard to the airfield supply battalions

(OATB). This close relation has the advantage of close cooperation between air units and AA units, which must be secured from the first commitment. When air units are transferred to places outside of the Sovzone of Germany, the AA units remain at the airfields for further protection. The completion of new airfields (Gross Doelln, Rothenburg etc)in 1955 necessitated the arrival of new AA units from outside of the Sovzone Germany.

No information is available on the tactical control of AA units. It is assumed that AA commanders are assigned to the fighter division headquarters and fighter corps headquarters, where they intercede in favor of their AA units when tactical cooperation is concerned. The GSFG is probably in charge of the specific supply and training of the AA units (firing with ball ammunition at Wustrow, Jueterbog and Altengrabow).

XV. Conclusion

With a reservation as to occasional errors in observation, the present aircraft strength of the Twenty-Fourth Air Army is believed to be as follows:

Fighter units	appr	310 MiG-15s
	"	300 MiG-17s
Bomber units	"	230 IL-28s
Ground attack units	"	90 MiG-15s
	"	125 IL-10s
Reconnaissance units	"	30 MiG-15s
	"	20 Yak-11s
Transport units	"	40 Li-2s/IL-12s
Total	appr	1,145 operational aircraft

From available information on the authorized strength of the individual units, the total personnel strength of the Twenty-Fourth Air Army amounts to 28,000 to 30,000 officers, NCOs, and EM, in addition to about 5,000 soldiers of AA units stationed at the airfields.

In conclusion, it can be stated that the combat power of the units of the Twenty-Fourth Air Army, in particular with regard to close support missions, meets the necessary requirements. The combat power of the tactical attack units was considerably increased in 1955 by the arrival of a light bomber division and the continued re-equipment with MiG-15s of the ground attack units which had formerly been equipped with IL-10s.

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With regard to air defense, it had been assumed as early as 1954 that fighter units in East Germany were able effectively to defend the zone against attacking Western formations during daytime. The defensive power might also have been increased considerably by the fact that most of the fighter units were equipped with MiG-17s, so that a successive defense would also be possible at night. However, so far as all-weather missions, the fighter units of the Twenty-Fourth Air Army are not yet equipped with the required multi-seat heavily armored aircraft with airborne intercept equipment, which are assigned to the air defense units (PVO) in the USSR. The radar network for the control of the air space and for fighter direction over the Sovzone Germany and immediately forward of that area has, apparently, been improved to such a degree that the employment of night fighter units from airfields in East Germany would be possible at any time.

The Twenty-Fourth Air Army which is based on a well improved airfield net in the Soviet Zone of Germany, improved its combat power and readiness during 1955. It is able to fulfill the close-support missions of a tactical air army and, to a high degree, special air defense missions.

Description of Attachment:

Two identical maps showing the disposition of air units.

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Annex 2 [redacted] 25X1
[redacted] 25X1

Location of Units of the Twenty-Fourth Air Army

Status: 1 December 1955

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a. Hq Twenty-Fourth Air Army

Command group	[redacted]	Werder airfield and Werder restricted area
Signal unit		Werder airfield
Motor transport unit		Glindow
Construction staff		Werder restricted area
Construction units		Wildpark-West
Baza main bureau		Werder restricted area
Baza distribution center		Werder, Bismarckhoehe
Hospital of Twenty-Fourth Air Army		Koenigswusterhausen

b. Air Units

Northern Ftr Corps Hq	[redacted]	Wittstock airfield
Ftr Div		Puetnitz airfield
1 Ftr Regt		Puetnitz airfield
1 Ftr Regt		Puetnitz airfield
1 Ftr Regt		Perchim airfield
Ftr Div		Rechlin-Laerz Ellerholz restricted area
1 Ftr Regt		Rechlin-Laerz airfield and Rechlin-Laerz restricted area
1 Ftr Regt		Rechlin-Laerz airfield and Rechlin-Laerz restricted area
1 Ftr Regt		Wittstock airfield
Ftr Div		Finow airfield and Finow restricted area Poststrasse
1 Ftr Regt		Finow airfield
1 Ftr Regt		Finow airfield
1 Ftr Regt		Neuruppin airfield

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Southern Ftr Corps Hq		Wittenberg restricted area Thaelmannstrasse and Bruckenkopf Kaserne
Ftr Div		Zerbst Scharnhorst Kaserne
1 Ftr Regt		Zerbst airfield
1 Ftr Regt		Jueterbog airfield
1 Ftr Regt		Jueterbog airfield
Ftr Div		Merseburg airfield
1 Ftr Regt		Koethen airfield
1 Ftr Regt		Koethen airfield
1 Ftr Regt		Merseburg airfield
1 alert unit		Erfurt-Bindersleben airfield
Ftr Div		Grossenhain airfield
1 Ftr Regt		Grossenhain airfield
1 Ftr Regt		Grossenhain airfield
1 Ftr Regt		Altenburg airfield
Bmr Corps Hq		Werneuchen
Bmr Div		Werneuchen airfield
1 Sep Regt		Waelzow airfield
1 Bmr Regt		Werneuchen airfield
1 Bmr Regt		Werneuchen airfield
1 Bmr Regt		Briesen airfield
Bmr Div		Oranienburg Weisse Stadt
1 Sep Regt		Oranienburg airfield and Weisse Stadt
1 Bmr Regt		Oranienburg airfield and Weisse Stadt
1 Bmr Regt		Gross-Doelln airfield
1 Bmr Regt		Rothenburg airfield
GA Corps Hq		Finsterwalde Forststrasse
GA Div (I1-10)		Brandenburg Infanterie Kaserne

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1 GA Regt		Brandenburg-Briest airfield and Landesanstalt Goerden
1 GA Regt		Brandenburg-Industriehafen airfield and Pionier Kaserne
1 GA Regt		Stendal airfield
GA Div (MiG-15)		Alt-Lonnewitz airfield
1 GA Regt		Alt-Lonnewitz airfield
1 GA Regt		Finsterwalde airfield
1 GA Regt		Finsterwalde airfield
2 Independent Rcn Regt (MiG-15)		Altenburg airfield
1 Army Rcn Regt (Yak-11s)		Zerbst airfield
1 Trans Regt (Li-2s)		Neubrandenburg airfield
1 Trans Regt		Schoenefeld airfield
1 Trans Regt		Schoenefeld airfield
c. Technical Schools		
Technical school for basic training		Doeberitz airfield, former Richthofen-, NSKK-Kaserne and Kaserne formerly occupied by the Mot Trans Inst Bn
Technical school for jet aircraft		
d. Ordnance Depots		
Main ordnance depot of Twenty-Fourth Air Army		Strausberg, former rolling mill, Hegermuehlenstrasse
Ordnance depot of Northern Ftr Corps		Ellerhols (Rechlin-Laerz)
Ordnance depot of Southern Ftr Corps		Juterbog Altes Lager
Ordnance depot of GA Corps		Doeberitz Artillery Park
Ordnance depot of Emr Corps		Finsterwalde

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e. Repair Shops

Repair shop for jet engines		Doeberitz airfield
Repair shop for jet engines		Juterbog Altes Lager
Repair shop for conventional engines		Rangsdorf
Repair shop for tract		Brandis airfield

f. Aviation Fuel Depots

		Velten Aken Eberswalde Eisenspaltersi Riesa/Harbor

g. Ammunition Depots

Central Depot		Buckau/Pramadorf
Branch depot		Finow/Biesenthal
Branch depot		Juterbog
Branch depot		Dallgow/Doeberitz

h. Ration Supply Depots

Central depot		Juterbog
Depot of Southern Ftr Corps		Koethen
Depot of Northern Ftr Corps		Wittstock
Depot of GA Corps		Dallgow/Doeberitz
Depot of Bmr Corps		Werneuchen

i. Clothing and Equipment Depot

Central depot		Juterbog/Altes Lager

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Annex 3

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Radar Network in Sovzone Germany

Status: 1 December 1955

a. Radar stations outside of airfields

Location	Token	Kniferest	Fishnet	Other Sets
Arkona/Ruegen	1	-	1	1 Boxbrick
Dranske/Ruegen	1	2	2	-
Wismar	-	1	1	-
Demin	-	1	1	1 Dumbo
Hagenow	1	1	1	-
Ludwigslust/ Techentin	-	2	2	2 Boxbrick
Pritzwalk	1	1	1	-
Stendal	1	-	1	-
Gardelegen	1	1	1	-
Quedlinburg	1	1	1	-
Groebernadten	1	1	1	-
Gotha	1	1	1	-
Plauen	1	1	1	-
Werder/Gl. Entenfangerberg	1	1	-	-
Werder/Glindow	1	1	-	1 Dumbo
Wittenberg	1	-	-	-

b. Radar stations observed on or in connection with airfields.

Peenemuende	-	1	1	-
Garz	1	-	1	-
Pustnitz	2	1	1	including 1 Token near Pibnitz
Parchim	-	1	1	-
Perchlin-Laerz	2	1	1	-
Wittstock	1	1	1	-
Finow	1	2	2	1 Crossfork; including 1 Dumbo 1 Kniferest 1 Fishnet near Sommerfelde
Neuruppin	1	1	1	-
Sorbst	1	1	1	-
Jueterbog	-	1	1	1 Crossfork
Merseburg	2	2	1	1 Dumbo
Koethen	1	1	2	1 Crossfork
Grossenhain	1	1	1	-
Altenburg	1	1	2	-
Werneuchen	-	2	2	1 Crossfork 1 Al MK II

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Annex 3 [redacted] 25X1

Welzow	1	1	1	1 Crossfork 1 AA MK II
Oranienburg	-	2	2	1 Crossfork
Gross-Doelln	-	-	1	1 Crossfork
Schoenwalde	-	-	1	1 Crossfork

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Annex 4 [redacted] 25X1

[redacted] 25X1

AA Gun Emplacements at Airfields in Sovzone Germany

Status: 1 December 1955

Airfields [redacted]	Type and Number of AA Guns
Altenburg	6 x 37 mm
Alt-Loennewitz	6 x 37 mm
Brandenburg-Briest	6 x 37 mm
Brandenburg-Industriehafen	6 x 37 mm
Briesen	6 x 76.2 mm
Doebertiz	6 x 37 mm
Erfurt-Bindersleben	6 x 37 mm
Finow	12 x 37 mm
Finsterwalde	6 x 37 mm
Gross-Doelln	8 x 85 mm
	12 x 37 mm
Juterbog	6 x 37 mm
Grossenhain	6 x 37 mm
Koethen	6 x 37 mm
Merseburg	6 x 76.2 mm
Neuruppin	6 x 37 mm
	transferred on 26 August 1955 without returning
Oranienburg	6 x 37 mm
Parchim	6 x 37 mm
Rechlin-Laerz	unknown
Rothenburg	8 x 37 mm
Stendal	12 x 37 mm
Welzow	8 x 85 mm
Werneuchen	8 x 85 mm
	6 x 37 mm
Wittenberg	4 x 37 mm
Wittstock	6 x 37 mm
Zerbst	6 x 37 mm
	3 x four-barreled guns ?

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24. LUFTARMEE

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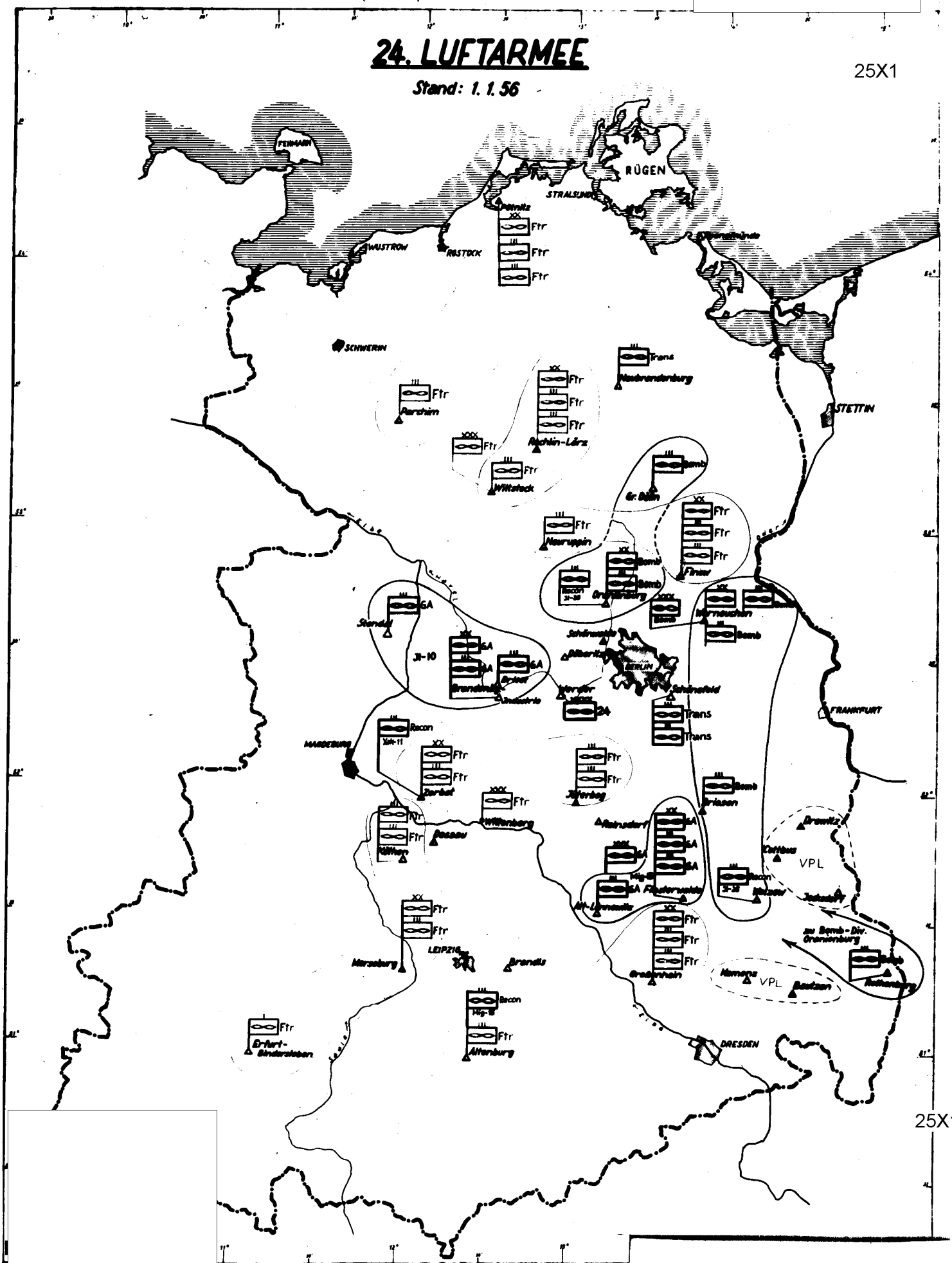

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